

IN THE CLAIMS

1. (cancelled).
2. (currently amended) The arrangement Vehicle suspension according to claim 1 claim 13, wherein the wheel support is integral with said swing arm each respective swinging arm.
3. (currently amended) The arrangement Vehicle suspension according to claim 1 claim 13, wherein each swinging arm the wheel support includes a housing which encircles the respective drive shaft and extends extending directly towards the gearbox.
4. (cancelled).
5. (currently amended) The arrangement Vehicle suspension according to claim 4 claim 13, wherein each swinging arm is guided on the chassis by further comprising a guide mounted on the chassis and a slide mounted on the swing arm swinging arm, said slide being slidably mounted in the guide to constrain, and constraining lateral movement of said swing arm swinging arm.
6. (currently amended) The arrangement Vehicle suspension according to claim 5, wherein said guide is located longitudinally in the area between the pivot axis mounting point of the swing arms swinging arm on the chassis and the drive wheel shaft.
7. (currently amended) The arrangement Vehicle suspension according to claim 5, wherein said guide is located on the opposite site of the drive shaft from the swinging arm pivot axis, behind the wheel shaft in the longitudinal direction of the vehicle.
8. (currently amended) The arrangement Vehicle suspension according to claim 4 claim 13, wherein each swinging arm the wheel support is guided against lateral movement by a transverse swinging arm mounted on the chassis.

9. (currently amended) The arrangement ~~Vehicle suspension~~ according to ~~claim 1 claim~~
13, wherein said wheel final drive includes a reduction gear.

10. (currently amended) The arrangement ~~Vehicle suspension~~ according to ~~claim 1 claim~~
3, including a wheel brake comprising a brake disc and a brake saddle mounted in the swinging
arm housing which extends towards the gearbox wheel support and wherein the brake saddle
is pivotable between active and inactive positions, the housing wheel support including a
shutter covering an opening in the wall of said housing wheel support, and ~~wherein~~ the brake
being [[is]] accessible through said shutter.

11. (currently amended) The arrangement ~~Vehicle suspension~~ according to claim 10,
wherein the opening is substantially aligned with said brake saddle, and wherein, when said
shutter is ~~open~~ opened the brake saddle passes through said opening to its inactive position.

12. (currently amended) The arrangement ~~Vehicle suspension~~ according to ~~claim 1 claim~~
13, wherein a reduction gear for each wheel said wheel final drive is mounted in the chassis.
~~said wheel mount.~~

13. (new) A vehicle driveline and suspension arrangement comprising a hollow chassis
which extends longitudinally relative to the vehicle and which contains a driveline for
transmitting power to a pair of wheels suspended from the chassis, each wheel being mounted on
a swinging arm which is pivoted at one end on the chassis and which extends longitudinally
relative to the chassis, the other end of each swinging arm carrying a wheel support and final
drive for the respective wheel, a respective resilient suspension member connected at one end to
the chassis and at the other end to each respective swinging arm, a drive shaft extending
transversely between each final drive and a gearbox which forms part of the driveline within the
chassis, each drive shaft being connected with its respective final drive and the gearbox via
respective flexible couplings and each drive shaft comprising a pair of shaft halves which are
slidable with respect to each other, each drive shaft being enclosed substantially along its entire

length and each swinging arm being guided on the chassis against lateral movement relative to the chassis during pivoting.